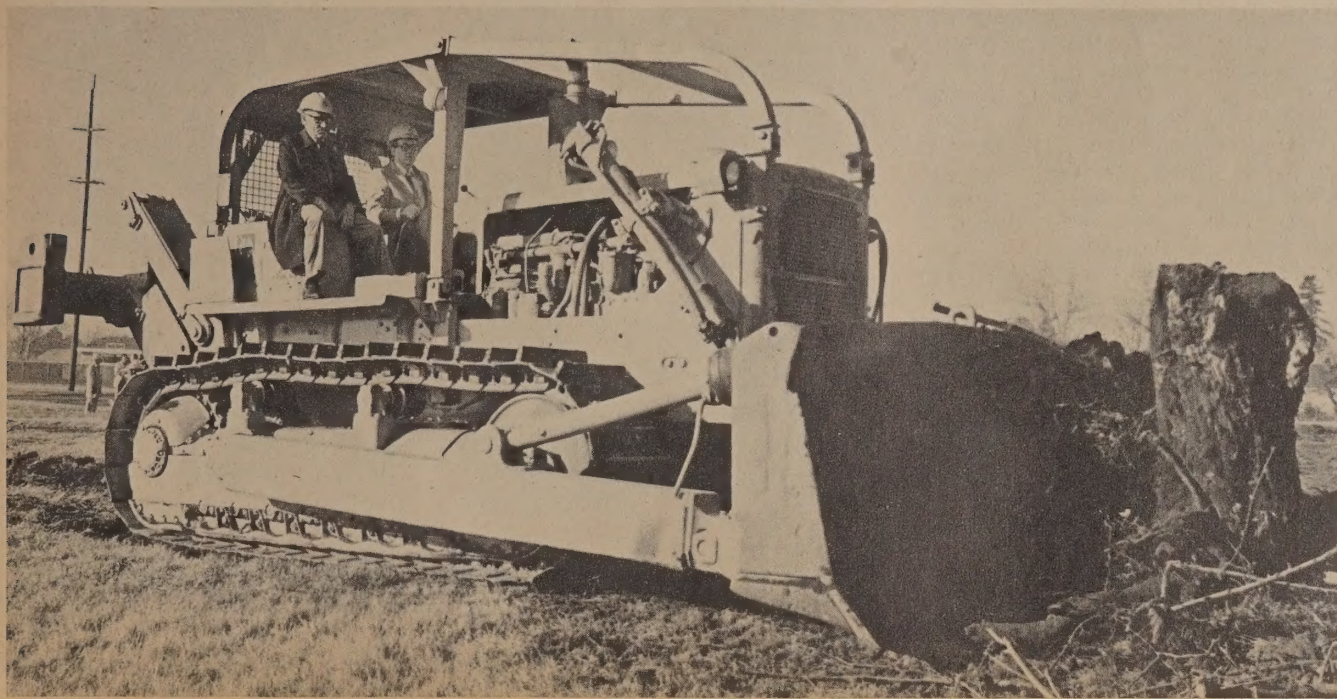


Officials break ground for I-205 link

Straub, Jackson at controls



Ground was broken last week for the final link of the I-205 freeway by Glenn Jackson, Transportation Commission chairman, and Gov. Bob Straub at the controls of the Caterpillar D8. The governor spent several minutes breaking stumps out of the ground and pushing them to a slash pile.

With Gov. Bob Straub at the controls of a Caterpillar D8, ground was broken last week for construction of the final 9.6 mile link of the I-205 freeway.

The brief ceremony was held near Holgate and 96th Streets, and was heavily covered by the Portland news media.

Joining Straub for the event were Glenn Jackson, chairman of the Transportation Commission; Neil Goldschmidt, mayor of Portland; Dan Mosee, Multnomah County Commissioner and Stan Skoko, Clackamas County commissioner.

Several legislators had been invited, but were unable to attend because both the House and Senate were in session.

Actually, the "groundbreaking" consisted of clearing two tree stumps remaining in the right-of-way. Jackson joined the Governor in the cab, but as it turned out, Straub needed few pointers on operating the big rig.

The governor spent nearly 15 minutes breaking the stumps out of the ground and pushing them to a nearby slash pile.

Estimated cost of the freeway project is \$350 million, including the bridge over the Columbia River. Completion is scheduled for 1982.

Additional information about the I-205 project is on page 6.

ODOT schedules representation election

Collective bargaining representation election for Department of Transportation employees will be Thursday, Feb. 10.

This will be the first such representation election held for Highway Division employees since 1967.

Two elections will be held simultaneously, with Salem area on-site voting Feb. 10. The remainder of the state will vote by mail.

Two new collective bargaining units in ODOT, Engineering and Allied Employees Unit and Main Unit, were formed following hearings for the Employment Relations Board (ERB) last year.

ERB has ordered a representation election to resolve the issue of collective bargaining representation.

Engineering and Allied Unit may select representation by Association of Engineering Employees (AEE) or Oregon State Employees Association (OSEA), or no representation at all.

The Main Unit may vote for OSEA representation or no representation.

A special ODOT Bargaining Unit Election Committee has urged management and supervisors to be completely neutral on the election issues; to assist ERB in the conduct of the election, and to advise all employees of their rights, restrictions

and obligations in the conduct of the election.

Mailed ballots must be received by the ERB office by 5 p.m. Feb. 9.

On-site voting will be from 7 a.m. to 5:30 p.m., Feb. 10 in the Transportation Building in Salem.

Motor Vehicles Division will continue to be represented by OSEA, by order of the ERB.

Questions about the election and voter eligibility may be referred to Labor Relations in Salem, 378-8077. Persons hired after Dec. 31, 1976, will not be eligible to vote and all non-excluded employees in the Main Unit will be eligible to vote.

Straub: Lifelines in danger

Maintenance of Oregon's transportation "lifelines" is one of the key issues facing the 59th Legislature, Gov. Bob Straub said in his Jan. 10 message to the assembly.

After conservation and development of the land, Straub said transportation is the most important Oregon issue.

In his message the governor said: "I must report that our highway fund is in critical condition. It began with the energy crisis in 1973.

"Our traditional reliance on a moderate, static gas tax to finance the bulk of our highway needs is threatening to place Oregon's lifelines on the list of endangered species.

"There are those who still think the gas tax provides our highway fund with a bottomless pot of gold.

"They are wrong.

"Unless we act decisively in this legislature, our enormous investment in thousands of miles of good roads

will go down the drain.

"The choice is between politics—or statesmanship...between the next election and the next generation."

The governor called for "A New Transportation Ethic—Mobility In An Era of Limits" in his legislative proposal.

In his legislative package, Straub asked for a budget which calls for \$15 million General Fund payment of certain programs previously supported by gas tax revenues, with emphasis on maintenance of existing facilities instead of extensive new construction.

Under his Partnership for Progress program to develop more state-local government cooperation, the governor suggested assistance for some capital costs of transit districts, some transit operating assistance in smaller urban areas and intercity transportation projects.

Public input due on Parks proposal

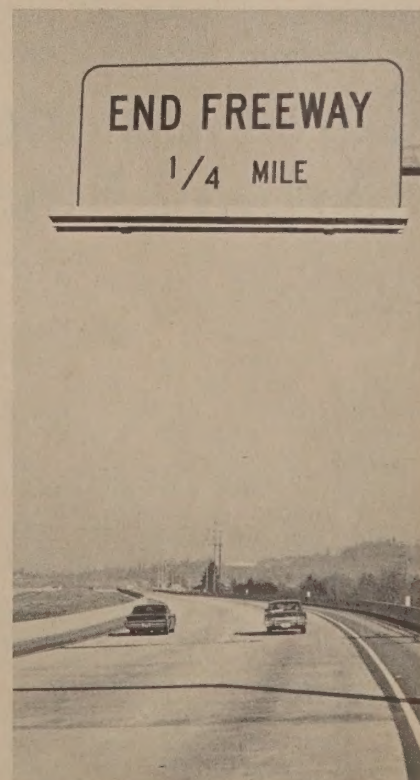
Public hearings on a proposed increase in various state park fees have been approved by the Oregon Transportation Commission.

The proposal would not affect any basic park user fees, but would raise some \$120,000 through increases in various other park fees.

Groups interested in park operations have urged that park fees be adjusted to reflect the spiraling costs of operation and maintenance.

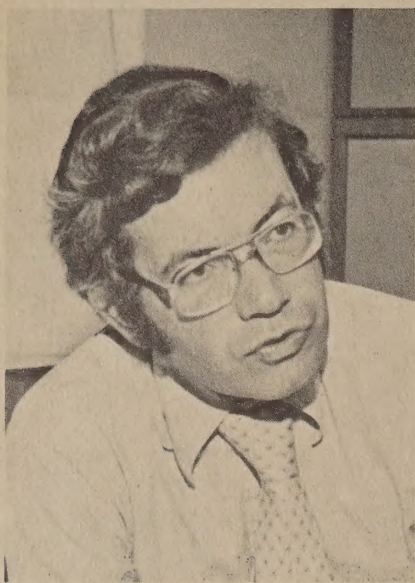
Expenditures required to maintain, operate and provide necessary services during the 1975-76 fiscal year exceeded revenue by \$680,000. The proposed increases would reduce that deficit by \$120,000 if approved.

Hearings are tentatively set for March by the State Parks and Recreation Branch.



Completion of I-205 freeway is scheduled for 1982 as ground was broken last week for construction of the last 9.6 mile section.

Director's Corner



BOB BURCO

Well, another session of the Oregon Legislature has begun, and the excitement of that much activity in the Capitol brings me renewed enthusiasm to the job of guiding this agency.

We have a number of important bills already introduced concerning the sources of new funding and some new responsibilities of the Department, but those have already been spoken to in recent issues of VIA.

Perhaps the most intriguing and difficult idea circulating in the Capitol corridors, as this newspaper goes to press, is the concept of zero-base budgeting. Originally applied in industry and in the Georgia administration of then Governor Carter, it is a concept of justifying agency budgets from the ground up, and it will be receiving great attention here, as well as in the Federal Government.

What it means for our own agency is still unclear, but in the Legislative Fiscal recommendations issued earlier in January, the suggestion was for the concept to be applied, in an experimental way, to those ODOT programs supported by the Highway Fund.

Flattering rationale

The reasoning behind the choice of our agency, or aspects of it, is largely that, since we are experiencing declining purchasing power and shrinking programs, it is best applied here to selectively justify whatever cuts in programs are recommended. Another rationale, and a more flattering one, is that we have the administrative capability to do the job in a way that few other agencies of state government do.

Since it is clear that a pure concept of zero-base budgeting, which takes months to prepare and years to implement, cannot be applied in the hurried fashion that would be required to reanalyze our entire 1977-79 budget, some simpler version will need to be attempted. I am most supportive of the idea of justifying budgets from the ground up. I have expressed our desire to cooperate with this effort in a number of contacts with the Legislature and the public.

Zero-based budgeting concept

We have, in the past six months, been doing considerable work on manpower planning and on the design of more sophisticated financial systems, which could contribute to a well thought-out zero-base budgeting concept applied over the next several years. Whatever comes of this particular form of analysis of our budget before the Ways and Means Committee, it is just one further expression of an interest by the public, the Legislature, the Governor and the Transportation Commission that sound management practices be applied throughout our agency.

Much of my work in past months with Division administrators and their key staff has been aimed at supporting the development of good managers and good management techniques throughout the Department.

Justifying every dollar

I hope that I can continue to call upon their support and yours in justifying every dollar—yet no more—that is needed for carrying out vital programs in transportation and recreation for the State of Oregon.

Thus far, in our appearances before the House and Senate Transportation Committees, our programs have been well received. I am encouraged by the cooperative attitude that seems to guide all the committees that we will be working with in this session. I will certainly keep you informed as our programs progress through the legislative process this session.

Commissioners establish bikeway funding policy

An official policy for bikeway funding has been established by the Transportation Commission.

After necessary expenditures, funds received from the State Highway Fund for footpaths and bicycle trails shall be expended under the following system of priorities:

—First priority shall be given to the construction of bikeway projects under the provisions of ORS 366.514, the so-called "Bicycle Law".

—Second priority shall be given to adequate maintenance of those existing bikeways for which the state is responsible.

—Third priority shall be given to the construction of independent bikeway projects on state-owned right of way.

—Fourth priority shall be given to the financial assistance of other governmental bikeway projects.

The current commission policy of

50 per cent financial assistance to local governmental agencies for the development of comprehensive bicycle route planning shall remain unchanged.

No less than one per cent of the highway fund in any fiscal year shall be allocated for the establishment of footpaths and bicycle trails under the law.

Letters to the Editor

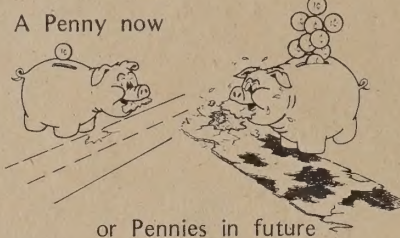
A penny in time

To the Editor:

In order for the public to understand better the acute need for repair, maintenance, etc., of our highway system and to approve the 2-cent increase in gas tax, let the new slogan be:

A PENNY IN TIME
SAVES NINE

A Penny now



Our maintenance or pavement design section may be able to come up with some figure as to the actual cost increase if the present need of maintenance is delayed.

Thank you.

B. H. Rathod
Metro Office
Highway Division

P.S. The very word "tax" creates a spontaneous answer "no". To work through that tax block requires some facts and figures and new light on highways that people see through and drive safely.

Know their business

To the Editor:

Just want to let you know that the people in our State of Oregon are happy about how easy it is to drive on our highways, and that the people in the Highway Division Sign Unit really know their business.

We never get lost in Oregon, but alas, everytime we make a trip to Pasco, Wash., and that area of the State of Washington, we always find it almost impossible to not get lost, and end up 10 or 20 miles off our course.

Would also like to commend a fine employe of the Highway Division: Mr. Art Lee. Oregon needs more men like Mr. Lee.

Thank you.

Howard F. Bruce
819 Rees Hill Road
Salem

State's newspapers provide transportation opinions

Editorial writers for Oregon's newspapers touched on a variety of transportation matters recently.

On highway funding, the Medford *Mail Tribune* says: "Oregonians have a choice that, despite all the talk, is essentially a simple one: Either pay more into the highway trust fund to keep our still-excellent highway system in good order, or to see a deterioration of that system that has already begun and will accelerate as time goes by."

On Park and Recreation Division's proposed reward system for persons providing information on vandalism at state parks, the Gresham *Outlook* comments: "Maybe it'll work, but the thought strikes us: Why do we have to buy good behavior? Aren't there enough good people in this country to stop the senseless conduct that has victimized Crown Point nine times this year?"

Also on the reward proposal, the *Daily Astorian* says: "The administrators of the Oregon State Parks program may be taking the best available course of action by offering rewards to persons who will squeal on the vandals. Young vandals are known to other young persons. Maybe a few bucks will get them to talk. It's worth using some state money to find out. Nothing else has been effective."

On the lack of snow in the Oregon mountains, the Bend *Bulletin* says: "Skiers were going to have to pay extra this year, had it been a normal winter, to keep roads plowed

toward the end of the season. But no snow has meant no plowing. At the rate things are going funds on hand will be enough to do the job."

On Tri-Met's takeover of the Vancouver-Portland bus run, the Gresham *Outlook* says: "What it really means is that Tri-Met will take over another unprofitable operation and finance it with public monies. But why should Oregon tax money be used to subsidize an operation in the State of Washington?"

The 2-cent proposal

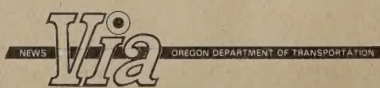
On the proposal to submit a 2-cent gas tax increase to voters, the Madras *Pioneer* says: "...you can bet there'll be an initiative petition making the rounds if a gas tax hike comes out of Salem."

Also on the 2-cent gas tax proposal the *East Oregonian* in Pendleton says: "Oregonians who voted against the gasoline tax increase may well have made a mistake, but the way to correct it is to submit the proposal to the voters again. For the Legislature to put the tax hike into effect in defiance of the election outcome would bring heavy, justified criticism."

The Corvallis *Gazette-Times* says of the 2-cent proposal: "Voters could be educated to understand how much more it will cost someday to build roads up from rubble than to maintain them properly in the first place."

Radio warning

On a proposed radio warning system for school buses and locomotives to reduce railroad grade crossing accidents, the Eugene *Register Guard* says: "The radio warning idea should be thoroughly tested and evaluated. It could provide for protection of all school children in buses in a relatively short time—at costs that would not be prohibitive even in Oregon's smaller school districts. An established radio warning system also might be extended to provide protection for transit system buses, ambulances and other vehicles."



Published monthly for the employees
of the Oregon Department of Transportation
by the Office of Public Affairs
Room 104
State Transportation Building
Salem, Oregon 97310
Telephone 378-6546

Legislators face transportation issues

Hanlon: Crisis isn't all that bad

Charles Hanlon expects good to come from ODOT's revenue problems.

The chairman of the Senate Transportation Committee says, "A little crisis is not all that bad."

Out of ODOT's re-evaluation of its financial situation, Hanlon expects a "preservation of the good things of Oregon's transportation past and its future."

Hanlon, a first-term, second-session Democrat from Cornelius, requested the Transportation Committee appointment because "there's nothing that we do that doesn't involve transportation."

No surprise

"We can no longer hitch a horse to a post," the senator says. "Energy and the environment are affected. Transportation is the whole ball game."

Hanlon supported Measure 8, but admits he was not surprised at its defeat. "When was the last time Oregon voters approved more taxes?" he asks.

"The voters turned down Measure 8 and my thinking is that we shouldn't throw another revenue measure back in their faces," Hanlon says. He blames defeat of the measure on misinformation.

Selling job

ODOT's financial situation is the major transportation problem facing the 1977 legislators, Hanlon says, and voter passage of a financial package will take a "real selling job" on the people.

The committee chairman hopes Oregonians will realize that without maintenance the state's highways will deteriorate at a rapid rate. "It is a serious problem," he says.

Although Oregon is still an auto-oriented state, Hanlon says Portland and the Willamette Valley are well served by public transportation systems.

"Mass transit is a dirty word in the boondocks," Hanlon says, but he adds expansion of public transportation systems into outlying areas is the next logical step.

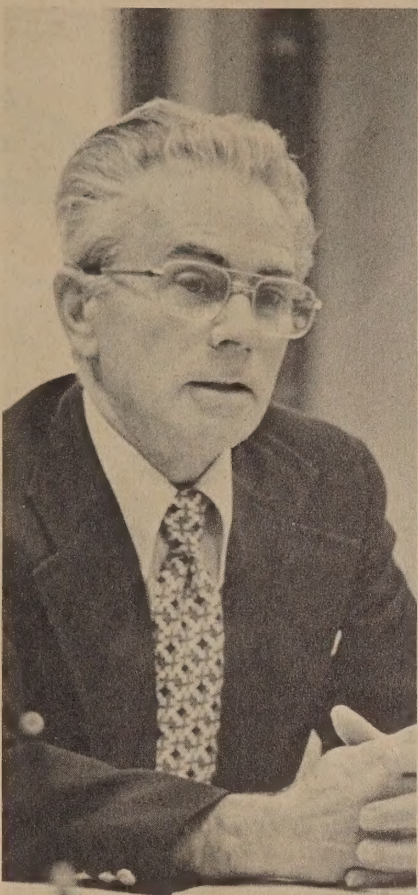
Third-level air carrier service to various parts of the state is of special interest to Hanlon, who says such service would encourage growth in those areas.

He also is seeking support for a bill he is sponsoring which would encourage more self-service gasoline stations, a system used successfully in other states, the senator says.

Working theme highlights spot

"Oregon is working...let's keep it that way" is the theme used by Keep Oregon Livable, Inc., (KOL) in a television spot being shown on commercial stations throughout the state.

The KOL statewide environmental education program is sponsored by ODOT in cooperation with the governor's office. The program is administered by ODOT's office of public affairs under contract with McCann-Erickson, Inc., a Portland advertising agency.



SEN. CHARLES HANLON

The Senate Transportation Committee membership is essentially new to transportation issues, the chairman says, but he finds the members are starting with "few fixed ideas" about Oregon's transportation needs and problems.

Other senators serving with Hanlon on the committee are: Bob Smith, Walt Brown, Wally Carson, Ted Hallock, Dell Isham, Bill McCoy and Cliff Trow.

Highway funding bill tops ODOT legislation

Highway Division financial legislation heads the list of Department of Transportation bills now before the Oregon Legislature.

The 59th Legislative Assembly will decide the fate of ODOT's request for an additional 2-cent. per gallon gasoline tax increase and proposed plans to submit a financial measure to voters on March 29.

ODOT bills

The bill, if approved by legislators and voters, also would increase mileage tax rates for diesel and electric vehicles, limit weight of farm vehicles, set fee rates per mile for heavier vehicles and impose additional license fees based on cubic-inch displacement of engines in motor vehicles sold during 1978 and after.

Highway-related bills also would allow charging a fee for road approach permits; revise standards for on-premise signs; allow acquisition of trade fixtures through eminent domain; repeal statutes designating highways; require auto wreckers to certify they will not conduct business on right of way; revise standards for advertising sign permits; prohibit misloaded vehicles; provide a mandatory chain law; prohibit use and sale of studded tires and authorize weighmasters to make arrests or issue citations.

Motor Vehicles Division legislation includes bills proposing changes in vehicle registration; increases in driving record fees; cancellation of

Whiting: Tall order; few dollars

The message is "loud and clear," according to Pat Whiting, chairperson of the House Transportation Committee.

Because of the defeat of Measure 8, Oregon will have to devise a different formula to meet its transportation needs and reassess its existing transportation priorities.

The Tigard Democrat says because of Measure 8's defeat and the potential loss of federal matching funds, it is imperative that the 59th Legislature "come up with another revenue package for the public to vote on."

Rep. Whiting advocates review of Oregon highway user fees and supports a "fair share" approach to these fees.

She also supports a monetary commitment to state parks, and feels sure the committee will be dedicated to that concept. "Oregon is known for its parks. Parks contribute to the state's tourist industry and provide healthy recreation for the people of this state," she says.

The House Transportation Committee has spent its first weeks receiving briefings from ODOT divisions and gathering information on transportation-related topics.

Crisis situation

Gas tax and weight-mile legislation has been referred to the House Revenue Committee, and Transportation Committee head



REP. PAT WHITING

Whiting is anxious to begin work on ODOT's financial legislation.

The third-term legislator has long been a promoter of mass transit and bicycle and walking paths, and recalls that she first ran for office walking and biking from one Tigard neighborhood to another.

City streets and county roads are in a "crisis" situation, Rep. Whiting says, and she recognizes the need for a "better formula" in dealing with local road problems.

"That's a tall order for a few dollars," she says, "and we may have to cut back."

Legislation proposing a change from "mass" to "public" transit is one of semantics, the representative says, but is part of a trend in transportation throughout the country.

Public transportation in Oregon is far from adequate. Rep. Whiting says, and she advocates more service to small rural communities, with emphasis on commuter rail systems. "But that may be something in the future," she adds.

The House Transportation chairperson plans night meetings to accommodate working persons who wish to testify on transportation bills, and she anticipates extensive subcommittee work on transportation issues.

Other House Transportation Committee members are: Max Simpson, Peg Dereli, Bill Markham, Mike Ragsdale, Al Shaw and George Starr.

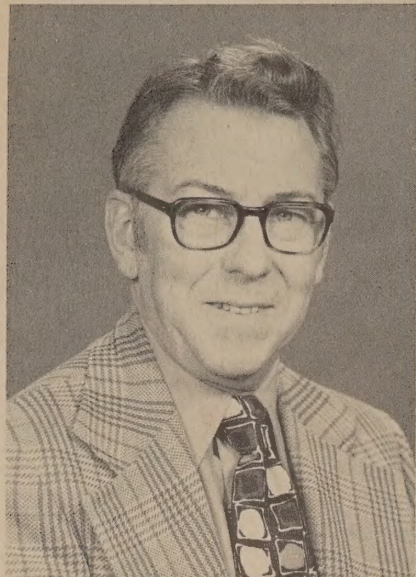
Calendar includes transportation tips

Practical information and money-saving tips on transportation are included in the 1977 Family Energy Watch Calendar prepared by the Department of Energy.

Besides transportation energy tips, the calendar contains special energy-related items dealing with utilities, energy in the home, gardening and foods, traditional energy, recycling, alternate energy sources, and appliances.

The calendar is available from the Department of Energy, 528 Cottage Street NE, Salem 97310.

Maintenance Section keeps highways open



DAVE MOEHRING
Maintenance Engineer

Editor's note: The following article is part of a continuing series describing the different divisions, branches and sections of ODOT.

Oregon's roadways are kept in top-notch condition by Highway Division's largest section, Maintenance.

On a day-to-day basis, some 1,700 employees perform far-ranging tasks to keep highway traffic running smoothly, according to Dave Moehring, maintenance engineer since 1973.

More than 1,200 employees are involved in general maintenance, which includes surface maintenance-patching potholes, for instance, striping center and shoulder lines, bridge repair, signal checking and installation, sign making, landscaping, rest area care, snow and ice control, installation of impact attenuators and accident cleanup.

Additional forces work in other areas--maintenance of highway buildings and stations, contract maintenance (currently limited to bridge painting and slab jacking), district administration, purchase of properties for buildings and stockpiles, drawbridge and toll bridge operations, ocean beach maintenance, truck load inspection, equipment purchase and storeroom and shop operation.

Maintenance realm

Maintenance Section also coordinates the Youth Litter Program, which annually employs 100 to 200 young people who pick up roadside litter. "We hope these youngsters will realize the cost of littering and some of it will rub off," Moehring explains.

Other functions which fall into the maintenance section realm are the federal bridge inspection program, transportation and utility permit section, and scale houses and weighmasters.

The popular and useful road and weather reports also are gathered and transmitted by the Maintenance Section to assist travelers throughout the state. Informed travelers help themselves and the maintenance crews in making Oregon's highways safe.

Essentially complete

Outdoor advertising control also is under the Maintenance Section's jurisdiction, however, the acquisition program, handled by the Right-of-Way Section, is "essentially completed," the maintenance engineer explains.

A soon-to-be started program for the Maintenance Section is enforcement of new on-site sign laws which regulate size, lights and dimensions, Moehring says.

A new maintenance management system has been inaugurated in the Maintenance Section, which assists field operations by preplanning the work. A 30-month study was completed last June by consultants Roy Jorgensen & Associates, and the new system of determining manpower, equipment and material needs is in operation. "We're getting the bugs out now," Moehring says, adding the new system will be more responsive to the needs of field employees in highway maintenance.

In the immediate future, the maintenance head sees little change for the section. "If we had more funds, we would raise the level of service, with road surfaces the priority item," Moehring explains.

Additional roadside work and replacement of equipment which has been used beyond its economic life are also major concerns for the maintenance engineer.

Public relations is part of his job

The maintenance section foreman is often the "Mr. Highway" of Oregon's state road system.

He is often most Oregonians' only contact with the Highway Division. He is also a combination of hard worker and public relations man.

Gene Beckman, Government Camp section foreman, walks a tight rope in performing his duties in the state's snowiest section. His job is to keep Oregon Highway 26 free from snow to facilitate business, recreation and travel in the Mt. Hood area.

Beckman started his career with Highway in June of 1943, finished his education at Salem High School in 1944 and has been with the Division ever since.

Gypsy life

Those first years for Beckman were spent oiling throughout the state during the summers and sanding and plowing snow in the mountains during the winters. "We were like a bunch of gypsies," the foreman recalls of those years.

"We lived in tents and camped out," he laughs. "There was no per diem in those days."

In 1948, Beckman settled down to his year-round work at

Way back when . . .



Oregon was one of the first states in the nation to establish an aeronautics agency. The Oregon State Board of Aeronautics was created on July 1, 1921, and became a division of ODOT on July 10, 1973. Ralph McGinnis, Air Operations and Safety administrator, soloed in this 1927 Air-King in Corvallis in 1932, and has been involved with air transportation ever since.

Government Camp, where he did "everything." He was a laborer and equipment operator ("Being rotary driver was a big deal in the 40s," he says.) before becoming assistant foreman in 1949.

Beckman's appointment to assistant foreman was casual. "All it took in those days was someone to say, 'He's it.' There wasn't a lot of paper work."

Night work

In 1965, Beckman became foreman at Government Camp, heading a crew that ranges from eight to 35 men. But I still keep my hand in operating the rotaries," he confides.

Where maintenance crews once cursed the skiers and other snow lovers, they now realize their jobs depend on use of the highways by recreational interests. About 85 per cent of the snow maintenance crews' work is done at night, with a big push to get ready for weekend travelers.

Although this winter has had less snow than any since 1936, Beckman says, there have been winters when his crews have worked 12-hour shifts, 22 days straight to keep the

roads open.

Cars used to get "lost" in the Timberline parking lot and crews would probe with avalanche rods before they could clear round them. That was in the days when clearing the lot was a weekly or semiweekly event.

Now, the lot is cleared every night and such efforts are not wasted on the businessmen who benefit from such service. Tad Michel, Timberline Lodge general manager, says, "Without Gene's operation, we couldn't operate."

"We are totally dependent on road access. Without the highways, we're just dead."

Timberline Lodge, for instance, has food storage capacity for four to five days. To be snowed in longer than that would mean rations for lodge guests and employees. "To us, this isn't a convenience, it's a lifeline," Michel says.

Helpful legislation

Among Beckman's problems is fun-seekers who are careless with their own and others' lives. Folks who pull people-laden inner tubes behind their cars, ski onto thoroughfares and hole up in snow caves in areas which get plowed are constant headaches for Foreman Beckman and his crews.

He also wishes more people would cooperate by bringing and using chains when heading for the mountains. Legislation currently under consideration may change that, but Beckman thinks television weathermen would be doing his crews and the public a favor by telling when it would be appropriate to take the chains off the garage wall.

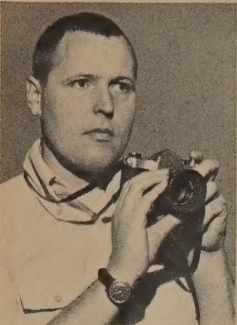
Dollars and people

Through the years, Beckman has seen snow removal equipment get bigger, better and easier to operate. "I match the men and the machines," he says because the wrong man or a tired man on a \$100,000 rotary snow removal machine can cost the Highway Division plenty in dollars and people.

"This job has been my whole life," Beckman muses. "It's been good to me and I think I've been good to it."



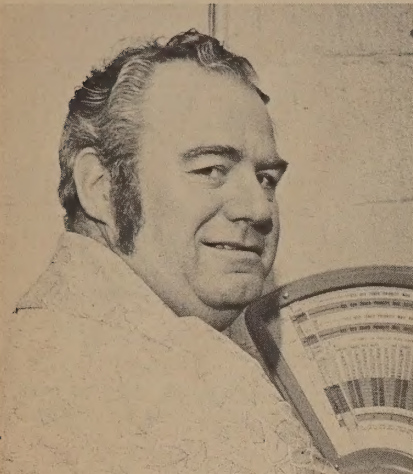
Government Camp maintenance section foreman since 1965, Gene Beckman combines maintenance knowledge and public relations skills.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

Layoffs, the hiring "freeze", and unusually heavy retirements have reduced ODOT's work force. Have these personnel reductions affected your ability to provide quality service to Oregonians?



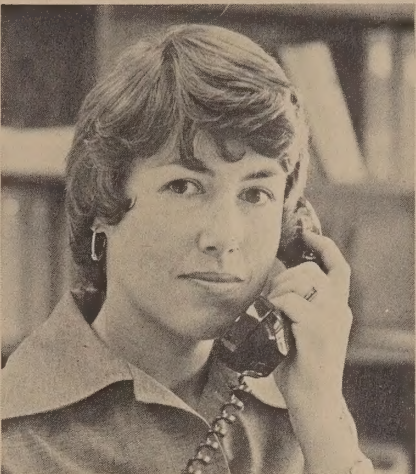
AL HOLMAN
Laborer 2, Salem

No, I always try to do my best. I do regret seeing people laid off, or the freeze, but as for retirement, it is good because it makes way for younger and newer ideas, and people work a little harder to get the job done.



WALT MARTIN, HWY
Maintenance Supervisor 3, Bend

Affirmative. We have to consolidate crews for safety and for regular projects. There are limited dollars and people for doing routine details and projects. We've been lucky so far with a mild winter, but spring break-up may reveal more damage and the manpower shortage will really tell. Spend \$5 now or we may have to spend \$25 tomorrow.



CARMEN WELLS, HWY
Secretary, Roseburg

The only part of the personnel reduction that affects me personally is the hiring freeze. Our office has had increased work load over the past few years with no additional secretarial help. As a result quantity interferes with quality.



JOHN KADAJA, PARKS
State Park Ranger, Detroit

The quality of service Oregonians have come to expect from the Parks & Recreation Branch is still being provided. The reduction of personnel has had a negative effect on the work force but the quality is being retained.



RICHARD ANDERSON, HWY
Section Supervisor, Milwaukie

No, I don't believe that the personnel reductions have reduced the quality of service but I do believe it will affect the amount of service that we in the Highway Division Maintenance Section can provide to the public. With less personnel, routine work projects will need a priority rating.



ROGER KEIFFER
Photographer 2, Salem

No, why the hell should it? We lay off, retire and not hire just to pressure the public and Legislature (all Oregonians) to choke-up more money. And for what? More environmental impact statements, more greenways, more this, more that... Why not more good quality service to Oregonians without all the B.S. (Bureaucratic Syndrome)?



DAVE WEAVER, HWY
Region 2 Traffic Engineer, Salem

The reduction of personnel and retraining of reassigned personnel is associated with a reduction in the quantity or quality of the services rendered.

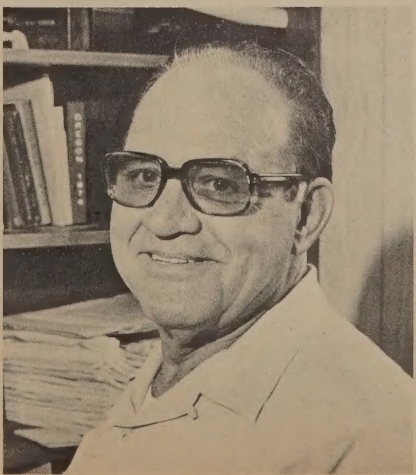


DON OREY, HWY
Maintenance Supervisor 2, Lakeview

Retirements have not affected our operations but layoffs and hiring freezes have. It is being helped greatly by an open winter. It is impossible, with the work force available, to give the traveling public the services to which they have become accustomed. We are spread too thinly to do the most effective job.

JULIE MORTENSEN, HWY
Office Manager, Corvallis

Budget cuts and hiring freezes have affected our various field crews' capacity to provide adequate highway maintenance for the traveling public. A wealth of knowledge and experience was lost as the many retirees retired at the end of the year. The personnel filling these jobs will hamper our ability to solve problems due to inexperience, but the situation will improve as experience is attained by these people.



JOSH SAWYER, HWY
Resident Engineer, The Dalles

Yes and no. Future smaller and fewer anticipated construction projects will require less overall manpower. Highways' core of experienced engineering personnel still remains essentially operative even though many good and valuable employees have left our ranks after layoffs, hiring freeze and numerous retirements. Cutbacks and lower wages temporarily have been quite detrimental to morale and general efficiency.

Mass Transit report reveals ridership rise

Two new transit systems contributed to a 24 per cent passenger increase in Oregon during 1976, according to Mass Transit Division's Annual Report.

More than 33 million passengers were carried by seven urban transit systems during 1976, the report, released in January, said.

The systems range from a one-bus, one-route system carrying 10,368 passengers in Ontario, to a 431-bus, 65-route system carrying more than 29 million passengers in Portland.

New systems in Albany and Ontario were added during the year. Both were part of a Division-sponsored demonstration project which terminated in 1975, and are continuing under local financing.

The Division also has assisted in the development of a third system in Roseburg, the document reported.

More than 50 small, specialized transit services for the elderly and handicapped operate throughout the state and the Division is assisting 26 of these in a federal program to help buy buses or vans.

The others operate on their own resources, although they indicate they need more funds and staff.

The Annual Report describes the progress of Division activities and inventories public transportation services in the state. Copies are available in the Division office.

After delays, I-205 bridge bids due

Highway Division's biggest job ever is about to get underway after years of delay.

ODOT will call for bids this month on construction of piers for the Interstate 205 bridge over the Columbia River.

Walt Hart, bridge engineer, briefed the Transportation Commission on the construction schedule and cost projections Jan. 18.

The bridge, which is expected to open by the end of 1982, will cost approximately \$175 million with Oregon providing 65 per cent or \$125 million and Washington's share 35 per cent or \$50 million.

River span segments

Segmental construction, a method relatively new to the United States, will be used on the river span section of the bridge. Each segment will weigh about 250 tons.

Manpower estimates for the project include an average of some 250 men on the construction site and 500 to 700 working elsewhere.

Bid opening is due in April for the North Channel substructure and embankment on Government Island, 17 river piers and abutment in the North Channel, and fill for Government Island.

Bids will be let in mid-May for the Washington approach spans costing approximately \$25 million. Subsequent bids will be let depending on progress of the construction.

Plans for Interstate 205 go back as far as 1955, and numerous studies have been conducted on its social, economic and environmental impact.



Public officials broke ground last week for the final section of the I-205 freeway in Portland. Among those attending were (from left) Glenn Jackson, Transportation Commission chairman; Neil Goldschmidt, mayor of Portland, and Gov. Bob Straub. Bids will be let this month for beginning construction of the bridge over the Columbia River.

MVD license survey shows record number of trade-ins

A survey of driver licenses issued or returned to the Motor Vehicles Division last year indicates Oregon got five California drivers for every Oregon driver who moved to California.

It may also be no surprise that last year was a record year for "trading in" out-of-state driver licenses for Oregon licenses, according to Harold L. Grover, administrator of the Motor Vehicles Division.

Grover said that 76,268 licenses from other states were turned in by new residents obtaining Oregon licenses. That figure is an 18 per cent increase over the number of out-of-state licenses surrendered in 1975.

More than 40 per cent (31,785) of the licenses were turned in by former California residents. Washington provided 10,656 new drivers. Surrendered licenses were issued by every state and six Canadian provinces. In addition to California and Washington, drivers came from these other western states: 2,930, Idaho; 1,706, Alaska; 1,969, Arizona; 2,020, Colorado; 1,197, Montana; 580, New Mexico; 876, Utah; and 363, Wyoming.

Grover said a 10-month survey of Oregon licenses surrendered to license agencies in other states last year showed that 22,497 former Oregon drivers were licensed elsewhere, with 43 states returning licenses to DMV. California added 6,424 former Oregonians to its driving population and Washington 5,778.

More than 1,200 were licensed in Arizona—the only other state to return more than 1,000 licenses to the Oregon licensing agency. Alaska licensed 945 former Oregon drivers, Colorado, 747; Montana, 690; Nevada, 807; and Utah, 538. Other states returned fewer than 500 licenses.

Under the "one license" concept, drivers moving from one state to another must surrender any out-of-state license before a license is issued by the new state.

Canadian shows set

ODOT will send its travel display to two Western Canada boat and sport shows during February and March.

Travel Information Section has arranged showings at Vancouver, B.C., Feb. 25 - March 6, and at Calgary, Alta., March 23-25. This is the first time Oregon will participate in the Calgary event.

Asphalt recycling project readied

An experiment in asphalt recycling is about to get underway on an Oregon Department of Transportation project near Woodburn.

The undertaking is expected to receive considerable attention from highway personnel from other states as well as from Federal Highway Administration officials based in Vancouver, Wash., according to Carroll Keasey, Highway Division construction engineer.

Interstate 5 materials

The Woodburn project, the first of its kind in Oregon, involves reconstruction of some eight miles of the Hillsboro-Silverton Highway west of Woodburn with asphalt concrete taken from the reconstructed section

of Interstate 5 near Woodburn.

Research in asphalt recycling has been underway for several years and early in 1976, ODOT construction engineers observed a hot recycling operation in Las Vegas.

The hot method involves breaking up, heating and treating the used material with additional asphalt and softening agents, Keasey explains.

Cold asphalt recycling methods include breaking up and treating used concrete with emulsified asphalt and using it as a base for new hot mix surfaces.

Dwindling aggregate and petroleum resources have sparked the interest in reusing old asphalt, according to Keasey, who hopes the Woodburn recycling project will provide

information for further work with used materials.

"We don't expect to get by any cheaper on this one," Keasey explains, "but we need to experiment. One of these years good rock material will be hard to find."

Stockpiled

The used asphalt, salvaged from temporary lanes used on the Interstate 5 project, currently is stock piled near Woodburn. The Hillsboro-Silverton Highway project was moved up on the construction schedule to take advantage of the available materials, Keasey adds.

Proximity to used materials is an important factor in the recycling process, the construction official explains, and use of recycled asphalt may be more feasible in metropolitan areas, where less trucking would be required.

Aggregate conservation

Contractor interest in the project is considerable, Keasey adds, as plants must be converted to meet the special needs of working with used asphalt.

Conservation of existing aggregate resources is a prime consideration in Oregon today, Keasey explains, and although the state has a good supply of rock material, "we have to go farther for it every year."

The recycling project is not expected to be a smooth operation, Keasey explains, and he anticipates delays and changes to be made during the reconstruction work.

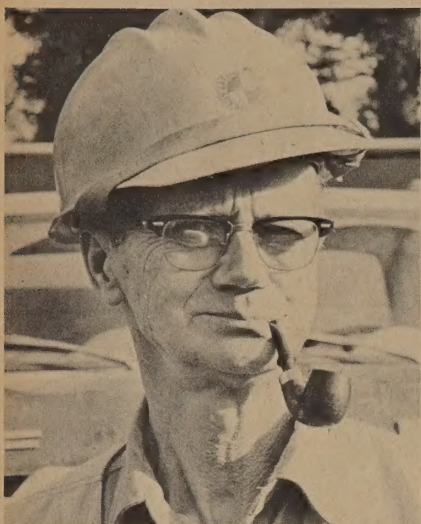
Of particular concern is smoke which may result from the heating process, Keasey comments, and in the event the smoke is excessive, he contemplates a switch to a cold recycling method.

Preliminary work is expected this spring, with paving due in mid or late summer, Keasey notes.



Asphalt used for temporary lanes on Interstate 5 has been stockpiled near Woodburn and will be recycled on a section of the Hillsboro-Silverton Highway.

On the way up: Employees win promotions



LYLE WOOD
Maintenance Worker II

Thompson retires after 30 years

A 30-year career in Highway was completed by Alexander A. Thomson in January.

Thomson, 927 SE Court Place, Pendleton, was the Oregon Department of Transportation's only January retiree.

He was a highway engineer 1.

Kudos for crews

Three Department of Transportation crews are heading for awards for their exceptional safety records.

Ray Stose, head of Employee Safety and Health Services, has recommended State Accident Insurance Fund Achievement Awards for maintenance, engineering and parks crews which have accumulated thousands of manhours without time-loss injuries.

Highway Division's Warm Springs crew has worked 101,368 consecutive manhours without a time-loss injury. The 12-member crew is supervised by Earl Sears.

Alfred W. Bates, resident engineer, supervises the 18-man Roseburg engineering crew which has worked 57,834 consecutive manhours without a time-loss injury.

Harris Beach State Park crew, with average strength of 15, accumulated 50,977 man-hours without a time-loss injury.

Retirees honored

Four veteran Highway Division employees in District 4 were honored at a retirement dinner Jan. 7 in Corvallis.

The four, Lyle Burch, Joe Rohner, Frank Lee and Tom Pomeroy, retired in December after more than 120 total years with the Highway Division.

Burch spent all of his 42 years at Newport, where he was named section foreman helper in 1944.

Rohner worked 36 years in Corvallis, filling positions such as assistant foreman and foreman.

Lee had been foreman at Lincoln City and Sweet Home and worked on oiling and snow removal crews throughout Oregon during more than 28 years with the Highway Division.

Pomeroy had worked 17 years in section and extra gang crews and in clerical and administrative positions.

More than 130 friends and colleagues of the retirees attended the event, which included presentation of plaques, awards and gifts.

The following ODOT personnel were promoted during January.

CONGRATULATIONS!

Jan A. Bennett, park aide to park ranger 1, Nehalem Bay State Park.
Royceanne Cary, clerical assistant to clerical specialist, MVD, Salem.
William M. Craig, assistant section supervisor to section supervisor, LaPine.
Richard L. Gravatt, chainman-checker, Region 3, Construction, to journeyman maintenance worker, Region 3, Maintenance, Roseburg.
Lorraine Hesketh, clerical specialist to administrative assistant, MVD, Salem.
Clarence C. Hughes, stores clerk to storekeeper 1, Equipment Unit, Salem.
Albert M. Jacobson, journeyman maintenance worker to senior maintenance worker, Grants Pass.
James J. Kinns, accountant 2 to contract payment executive, Highway Finance Branch, Salem.
Susan M. Masonheimer, clerical assistant to clerical specialist, Permits Unit, Portland.
Walter E. Matson Jr., park aide to park ranger 1, South Beach State Park.
Janice M. Peterson, contract payment executive to payroll supervisor, Highway Finance Branch, Salem.
Mark R. Phillips, assistant section supervisor to section supervisor, Condon.
Terry Price, clerical assistant to clerical specialist, MVD, Salem.
Hazel E. Spencer, park aide to park ranger 1, Honeyman State Park.
Susan Toupal, clerical specialist to administrative assistant, MVD, Salem.
Fred Trumbly, journeyman maintenance worker to senior maintenance worker, Government Camp.
Albert Vasquez, motor vehicle representative 2, MVD, McMinnville, to motor vehicle representative 3, MVD, Brookings.
Jim Wach, journeyman maintenance worker to senior maintenance worker, Santiam Junction.
Thomas D. Warrick, park aide to park ranger 1, Honeyman State Park.
Richard Weaver, senior maintenance worker to assistant section supervisor, Corvallis.
Virginia Westfall, clerical assistant, MVD, Salem, to motor vehicle representative 1, MVD, Beaverton.
Jeanette Wickman, clerical assistant to clerical specialist, MVD, Salem.
Bradley E. Wilder, highway maintenance worker to journeyman maintenance worker, Salem.
Lyle E. Wood, highway maintenance worker to journeyman maintenance worker, Cascade Locks.
Cory R. Wren, journeyman maintenance worker to senior maintenance worker, Corvallis.
Paul Young, journeyman maintenance worker, Milwaukie, to senior maintenance worker, Government Camp.



SUSAN MASONHEIMER
Clerical Specialist

Willamette slides ready for showing

What's happening with the Willamette River?

A newly-prepared slide-tape presentation is ready to answer that question for interested persons in the Willamette Valley.

Janet Meganck, a 1976 graduate of Oregon State University, is scheduling and showing the slides.

Groups interested in viewing the Greenway show may contact Meganck at 378-6500.

Sun, warmth 'threaten' Wednesday films

In anticipation of sun and warmth, the noon movie series will be discontinued in the spring.

"The best transportation-related films we can find will be packed into the next month or two before we stop," Dick McRae, coordinator, explains.

Films are shown on Wednesdays at noon in the large conference room of the Transportation Building in Salem.

WEDNESDAY MOVIE SCHEDULE FOR FEBRUARY

Feb. 3--"Seaspeed Story" traces the development of air-cushion vehicles--Hovercraft service--across the English Channel. (British) "The

City--A Study In Survival" shows the problems of industrial society--urban renewal and environmental conservation in Germany.

Feb. 9--"Flying" presents humorous first attempts at air transportation to modern aeronautics. "Beginning With BART" shows design, building and operation of the Bay Area Rapid Transit system, the newest in the U.S. It covers the automatic train control system, electronic self-service fare system, and three-mile tube under San Francisco Bay. "Van Pooling" explains how vanpools work.

Feb. 16--"E For Experimental" explores British Rail's 155-mile per hour passenger train; the guidance

system, tilt mechanism, hydrokinetic brakes and trains in action. (British) "Energy: Toward The Age of Abundance" covers the use of satellites to harness solar energy and the benefits and dangers of new energy sources. "Super Conductors: Tomorrow's Energy Breakthrough Is Here" explains what and how fuel may be used in the future, including cleaning up pollution, as a solution to rapid transit problems and creation of power through special generators.

Feb. 23--"Massport--Gateway to America" shows the role of the port authority, effect on Boston life, the Port of Boston, Logan Airport, Hanscom Field and Toben Bridge. "Rail Freight--Economy of Scale" traces the advantages of rail freight movement in Britain. (British) "The Nine Road" is London's oldest and most used bus route between Mortlake and Liverpool Street. (British)

(Dates for British films may change. Viewers should check the sign posted in the lobby for last minute change.)

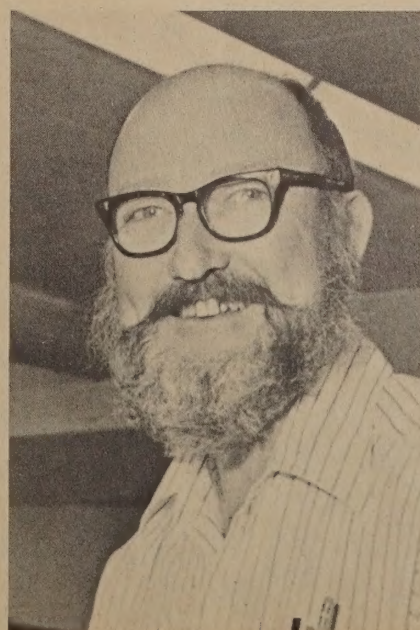
Surveyors elect Kissel

A. J. (Tony) Kissel, land surveyor with the Parks Branch, has been elected president of Willamette Chapter, Professional Land Surveyors of Oregon (PLSO).

A specialist in land title research and documentation for ocean shores, scenic rivers, recreation trails, and park land acquisition and management, Kissel will head the 50-member chapter which covers Benton, Lincoln, Linn, Marion, Polk and Yamhill counties.

A Highway Division employee since 1954, Kissel worked in highway location, construction and office surveying before joining the land unit of the Parks Branch 11 years ago.

Willamette Chapter is one of eight in Oregon, claiming more than 300 members in public and private agencies. PLSO is an affiliate of the American Congress on Surveying and Mapping, which emphasizes land surveys, cartography and control surveys.



TONY KISSEL

Interns prepare trail slide show

Flora and fauna of the Oregon Coast Trail can be seen in a new 16-minute slide-tape show offered by the Parks and Recreation Division.

Oregon State University interns, David E.M. Bucy and Mary C. McCauley, prepared the show.

Jack Remington, recreational trails coordinator, says "a lot of people are walking the trail."

The slide-tape show may be borrowed from Remington at 378-6829.

Bob Hamilton

Liaison engineer: Man with a mission

"Gobbledygook" used to be the way Oregon's law-making process sounded to Bob Hamilton.

Now one of the Oregon Department of Transportation's five legislative coordinators, the Highway Division Permit Unit director says "the whole thing makes a lot of sense" to him.

The 59th Legislative session is Hamilton's first as one of the legislators' prime information sources on ODOT activities. Until the 1973 session, Hamilton admits, his only exposure to the Legislature had been on a visit to the house gallery when he was a Salem High School student.

Hamilton's temporary assignment as liaison engineer for the Highway Division stems from his work in previous sessions, when as director of the Permit Unit, he prepared data and testified on bills pertaining to permits and weighmasters for now-retired Ralph Sipprell.

First registered

Max Klotz, special assistant for intergovernmental affairs, is coordinating ODOT's five-member legislative crew and its work with the 1977 Assembly.

Keeping track of bills and providing information about the department and its divisions are Roger Ritchey, Aeronautics; Vinita Howard, Motor Vehicles; Andy LaTomme, Parks; Dennis Moore, Mass Transit, and Hamilton.

The 1977 ODOT-Legislature coordinators are the first to be registered as lobbyists with the Oregon Ethics Commission under a 1975 law requiring state agencies to

account for their dealings with legislators.

The new rules make more paperwork for the coordinators, who must now account for expenses and costs of lobbying operations, Hamilton says.

Hamilton's career in Highways began 26 years ago when he worked as a chainman on a survey crew. "Interesting work," he recalls.

He was a transitman, division office engineer, utilities permit engineer and district engineer before becoming head of the Permit Unit in 1970. Hamilton has "borrowed" an office in the ODOT building during the session, but maintains ties and an office in Permits.

He encourages participation in the legislative process and wants employees in his unit to attend hearings. "People like to feel they are informed," he says. Section heads especially are being called on to attend or testify in hearings which involve their operations.

"I'm getting a cross-section of the thinking of people from throughout the state on highway matters as reflected through their elected representatives," Hamilton explains. "My emphasis is on assisting the legislators with their need for highway information."

Up-to-date information

Through daily contact with the various branches and sections in the Highway Division, Hamilton is able to provide up-to-date information as well as keep division officials abreast of legislative happenings and the status of highway-related bills.



"My emphasis is on assisting legislators with their need for highway information."

"Highway funding is of paramount importance, especially since the defeat of Measure 8," Hamilton says. "It may be possible to increase highway funding through the legislature, but that may still be subject to a vote of the people. And the people have already spoken."

"My premise is that the average voter who sees dollar signs and is not informed as to the acute need of funds for maintaining our present highway system is going to vote 'no'."

"Not enough people were informed or convinced of the need for increased highway funding to pass Measure 8 in November."

Hamilton anticipates an extremely busy and lengthy session, during which numerous bills involving the Highway Division will be considered.

Among them are proposals which would prohibit use of studded snow tires, make tire chains mandatory, regulate truck-loading procedures and provide additional tools for more efficient operations within the division.

The tire chain law, for instance, would give snowplow fleets a break

in coping with motorists on snowy, icy roads. Chain-clad vehicles would be safer because of additional control, and would essentially free plow operators from the necessity of working around stranded vehicles. "This type of law would give crews the tools for doing a better job," Hamilton says.

"The severity of a winter storm is seldom the direct cause of a closed highway. Instead, the road is most frequently closed by spun-out or stalled vehicles."

Complete cooperation

The liaison engineer applauds the cooperation shown among Highway Division employees in providing information for his legislative work. "The attitude is complete cooperation when people from the sections provide information and prepare testimony."

Hamilton admits, "I may be too inexperienced to anticipate any problems. Each time I go to the Capitol, I go with a mission. Already I've found times when I could have been in two or three places at once."

Retirees Let Us Know What's Happening

Forrest (Coop) Cooper, 773 Meadowlawn Drive SE, Salem 97301--Retired 1970.

Coop says, "Since I built my last bridge, I follow a conventional pattern. I drive a few nails in my cabin on the Santiam River, feed the squirrels and deer, and serve on a few appointive boards." That's conventional?

He recently helped promote the free public transportation system for East Salem.

The Coopers have taken several trips, one in April to the Deep South and, in July, they enjoyed a trip to Europe. They also have been on a Mexican cruise and have traveled to Washington a couple of times "to keep the government straight."

Coop says his greatest enjoyment is sitting at his window and watching Slim Gardiner (retired highway employe) miss three-foot putts on the golf course.

"Life has been good to me," Coop says, "and I have no regrets and only a few hang-ups."

George C. Baker, 433 W 17th, Coquille 97433--Retired 1968.

Since George retired he surely has purchased several sets of tires for his car and trailer. He has had his

trailer on the move every year since retirement.

He and his wife belong to the Wally Byam Caravan and travel in many caravans with the group. Largest gathering was the 4,800-trailer International Airstream meeting in Bozeman, Mont.

The Bakers have traveled most of the Western states, Canada and Mexico. One of their many trailer trips took them to Bangor, Maine; Baltimore, Md.; Washington, D.C., and Gettysburg, Pa.

At the completion of one trip they were off again on a Pacific Circle tour that took them to Hawaii, Japan, Taiwan, Hong Kong, Singapore, Indonesia, Australia, New Zealand, Fiji, Tahiti and home.

Those trailer wheels never stop turning. When they aren't traveling in the West, the Bakers take many fishing trips to the ocean and lakes around Oregon and, if that doesn't keep them busy enough, it's off to go elk or duck hunting.

Pearl F. Bairey, 195 Laurel Avenue NE, Apt. 2, Salem 97303--Retired 1970.

"I enjoy reading VIA and keeping up on past and present employes of the department," says Pearl.

During her six years of retirement,

Pearl has traveled by bus through most of the Western United States, including Alaska, Hawaii, Canada and Mexico, with the senior citizens.

During her spare time she works on hobbies, which include all kinds of crafts. During the rest of her spare time, she says, "I visit shut-ins and just enjoy life."

Ray L. Hallock, Box 1207, Newport 96365--Retired 1973.

Ray says, "What have I been doing since retirement? Working. I do some part-time things, about two hours a day. It keeps me active and I've always enjoyed working. My job with the Highway Division was always enjoyable, but then I like life."

Ray does some traveling, spends the rest of his time with his hobbies and continues to enjoy life. His main hobby, he says, is guns.

Tillie Kleven, 1221 Lawncrest Rd., Space 31 A, Redding, CA 96001--Retired 1974.

Greetings from the Sunshine State!

"Even though I now live in sunny California I will always have a continuing interest in and love for Oregon."

Since moving to California the Klevens have lived in a mobile home park. They call their new home a "man's country. There is so much to do-boating, camping and fishing," says Tillie. They spend their time between Redding and San Jose where their daughter and her family live.

Lloyd E. Barnes, Star Rt., North Box 65, Depoe Bay 97341--Retired 1970.

Lloyd says he enjoyed his glass and upholstery work with the Highway Division but was ready to retire after 49 years.

He and his wife celebrated their 50th wedding anniversary in March of 1975. It was the highlight of his life, Lloyd says.

The Barnes' enjoy visiting their two sons and grandchildren whenever they can. One such trip took them to Florida and Disney World, where one son lives. The other son lives in LaPine, so that will find the Barnes' in Central Oregon visiting and fishing in the Deschutes River or Twin Lakes.

"In my spare time I work part-time for a mobile homes sales company and try to lake and surf fish whenever I can," says Lloyd.

"Keep VIA coming, I enjoy it very much."